KLAMATH FALLS
LEGEND

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Airport/Facility Directory (A/FD) for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

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http://aeronav.faa.gov

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 12⁵

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if US military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the intercept visual ICAO signals. Be advised that non-compliance may result in the use of force.

FOR PROCUREMENT CONTACT:
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or any authorized FAA Chart Agent

CONTOUR INTERVAL 500 feet
Intermediate contour 250 feet
Auxiliary contours 100 foot intervals

HIGHEST TERRAIN elevation is 14162 feet located at 41°25'N - 122°12'W

Spot elevation 4254
Approximate elevation 3200
Doubtful locations are indicated by omission of the point locator (dot or "x")

CONVERSION OF ELEVATIONS

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

KLAMATH FALLS SECTIONAL
SECTIONAL AERONAUTICAL CHART SCALE 1:500,000

Federal Aviation Administration

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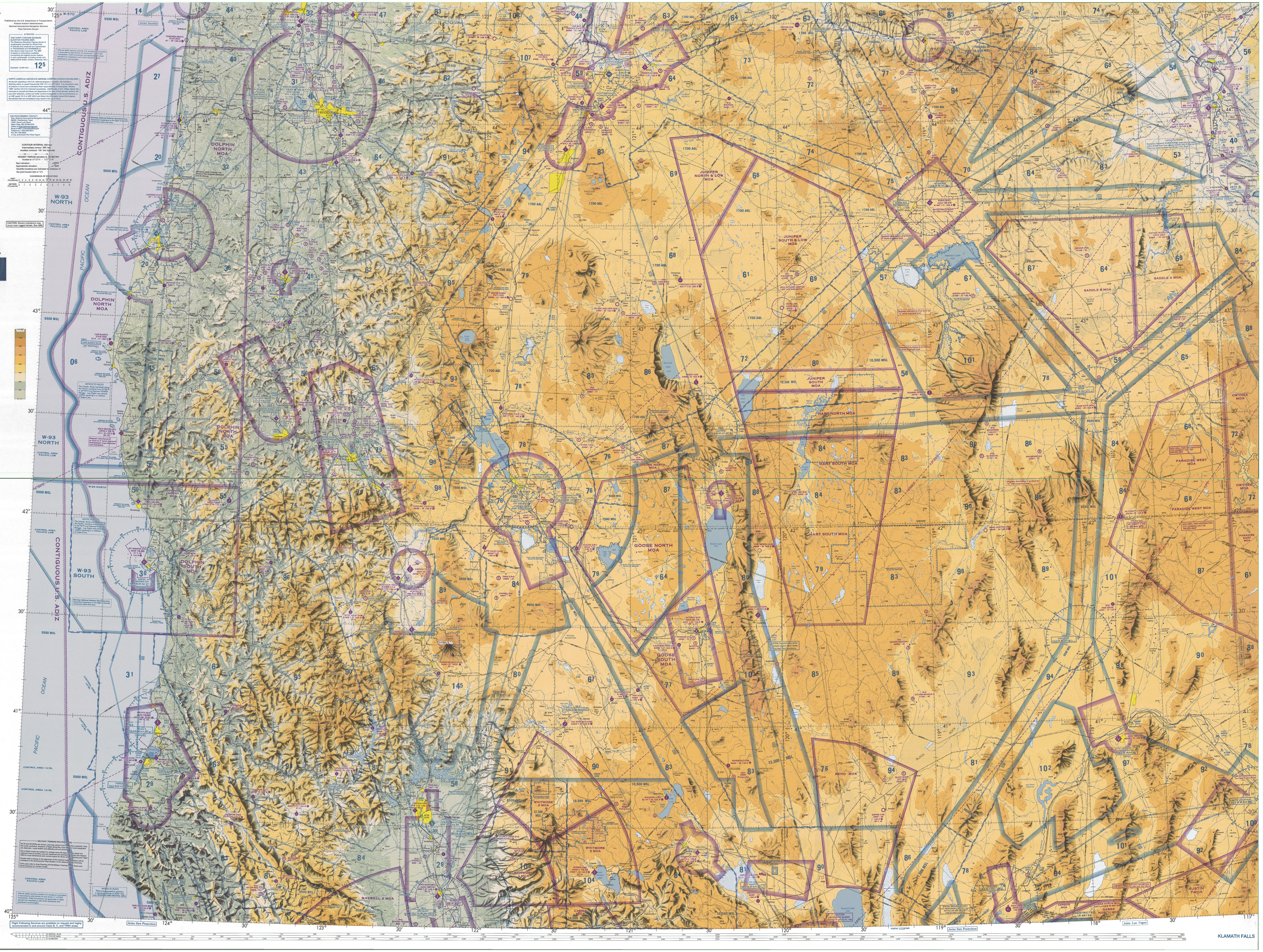
Includes airspace amendments effective 23 SEP 2010 and all other aeronautical data received by 29 JUL 2010

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the AIRPORT/FACILITY DIRECTORY Chart Bulletin section (online at http://aeronav.faa.gov). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY: DEPARTMENT OF DEFENSE * FEDERAL AVIATION ADMINISTRATION

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: SKF
NSN 7641014100149
NGA REF. NO. SECXXKLAMATHFLS
EFF. DATE 10266



CONTROL TOWER FREQUENCIES ON KLAMATH FALLS SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is remoted to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed. Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.
ASR and/or PAR indicate Radar Instrument Approach available.
"MON-FRI" indicates Monday through Friday.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
KLAMATH FALLS	0700-2200	133.975 257.8	121.9 348.6	126.5 263.0	
MAHLON SWEET	0600-2330	118.9 371.9 (RWY 16R/34L) 124.15 371.9 (RWY 16L/34R)	121.7 269.5	125.225	
REDDING	0630-2130	119.8 269.25	121.7	124.1	
ROBERTS	0600-2000	124.5 256.8	121.8	119.025	
ROGUE VALLEY INTL-MEDFORD	0600-2100	119.4 257.8	121.8	127.25	
SOUTHWEST OREGON RGNL	0700-2100	118.45		137.1	

CLASS B, CLASS C, TRSA AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
AMEDEE AAF RADAR	128.8 285.5	CONTINUOUS

SPECIAL USE AIRSPACE ON KLAMATH FALLS SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL - Flight Level
NO A/G - No air to ground communications.
Contact nearest FSS for information.

† Other times by NOTAM.
NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use Areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-2530	TO 8600	0800-1800 MON-FRI†	OAKLAND CNTR	128.8 285.5
R-4813 A	TO BUT NOT INCL FL 180	0715-2330†	OAKLAND CNTR	128.8 285.5
W-93 N, S	TO FL 500	0800-1600†	SEATTLE CNTR	
W-570	TO FL 500	INTERMITTENT BY NOTAM	SEATTLE CNTR	124.2 317.6 132.07 257.65

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
AUSTIN 1	200 AGL	0800-2100 MON-FRI	OAKLAND CNTR SALT LAKE CITY CNTR	128.8 285.5 132.25 338.35
CARSON	500 AGL	0715-2330	OAKLAND CNTR	128.8 285.5
CHINA	3000 AGL	0800-SS	OAKLAND CNTR	132.2 350.3
DOLPHIN N, S	11,000	0800-1600	SEATTLE CNTR	124.85 306.3 121.4 254.35 125.8 291.7
GABBS NORTH	100 AGL	0715-2330	OAKLAND CNTR	128.8 285.5 (N,W) 125.75 (S)
GOOSE NORTH	3000 AGL	0700-1900 MON-FRI	SEATTLE CNTR	127.6 351.7 135.35 335.55
GOOSE SOUTH	10,000 OR 3000 AGL WHICHEVER IS HIGHER	0700-1900 MON-FRI	SEATTLE CNTR	127.6 351.7 135.35 335.55
HART N, S	11,000	INTERMITTENT BY NOTAM 4 HRS IN ADVN	SEATTLE CNTR	127.6 351.7 135.35 335.55
JUNIPER LOW	300 AGL TO BUT NOT INCL 11,000	BY NOTAM 2 HRS 30 MIN IN ADVN DAYS HRS	SEATTLE CNTR	127.6 351.7 128.15 257.75
JUNIPER N, S	11,000	INTERMITTENT BY NOTAM	SEATTLE CNTR	128.15 257.75 127.6 351.7 135.35 335.55
MAXWELL 2	11,000 OR 3000 AGL WHICHEVER IS HIGHER	0500-2000 MON-FRI	OAKLAND CNTR	132.2 350.3
OWYHEE	100 AGL	0730-2200 MON-FRI	SALT LAKE CITY CNTR	118.05 363.0 (E) 128.05 387.15 (N,W) 132.25 338.35 (S)
PARADISE E, W	14,500	0730-2200 MON-FRI	SALT LAKE CITY CNTR	118.05 363.0 (E) 128.05 387.15 (N,W) 132.25 338.35 (S)
RENO	13,000	0800-1800 MON-FRI	OAKLAND CNTR	128.8 285.5
SADDLE A	10,000	INTERMITTENT BY NOTAM	SALT LAKE CITY CNTR	128.05 387.15
SADDLE B	8000	INTERMITTENT BY NOTAM	SALT LAKE CITY CNTR	128.05 387.15
WHITMORE 1, 2, 3	11,000 OR 3000 AGL WHICHEVER IS HIGHER	0730-1630 MON-FRI	OAKLAND CNTR	132.2 350.3

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
† - Other times by DoD NOTAM.

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Telephone toll free at 1-800-626-3677, or email us at 9-AMC-Aerochart@faa.gov. Frequently asked questions (FAQs) are answered on our website at http://aeronav.faa.gov. See the FAQs prior to contact via toll free number or email. Where delineation of data is required such information should be described clearly and accurately on a current chart, a replacement copy will be returned. Mail to: FAA, National Aeronautical Navigation Services, SSMC-4, Sta. #3424, 1305 East West Highway, Silver Spring, MD 20910-3281.

Lambert Conformal Conic Projection Standard Parallels 41° 20' and 46° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts to be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at official designated landing sites, or 3) an approved official business of the Federal Government.
All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service, National Wildlife Refuges, Big Game Refuges, Wildlife Ranges administered by the U.S. Fish and Wildlife Service, and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley.
Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

Class G Airspace within the United States extends up to 14,500 feet Mean Sea Level. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of latitude overlap between the north and south sides of each sectional/WAC chart. To plot a course line from one side of the chart to the other, the user must first locate two pair of corresponding latitude tick marks, one pair on each side of the chart and follow the steps below.

STEP 1 - Draw a horizontal line (MATCH LINE) between each pair of corresponding latitude tick marks on each side of the chart just to the left or right of where your plot line crosses. (Figure 1)

STEP 2 - Decide which side of the chart has the departure or destination point closer to the edge of the chart. On that side, line up a blank piece of paper along the MATCH LINE (the paper should be completely on the chart, not extending beyond its edge).

STEP 3 - Slide the paper sideways left or right so that a side edge of the paper aligns with the departure or destination point (POINT A). Make a MARK on an edge of the paper where it meets that point.

STEP 4 - Without moving the paper, on the same edge as MARK A, extend a short line on the chart from the corner of the paper where it meets the MATCH LINE out to the edge of the chart. Make that LINE B.

STEP 5 - Turn the chart over and transfer the end of LINE B to the other side, and extend it straight to the MATCH LINE. (Figure 2)

STEP 6 - Take the sheet of paper with MARK A on it and align the (top or bottom) edge of the paper with the MATCH LINE and side edge with LINE B with the bulk of the sheet extending off of the chart. Plot a line from MARK A to the departure or destination point (POINT B).

STEP 7 - Where your plot line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart.

STEP 8 - Turn the chart back over and transfer MARK C to that side and extend it to the MATCH LINE. Plot a line from MARK C to the destination. (Figure 3)

Figure 1
Figure 2
Figure 3

CAUTION: GPS accuracy reassurances extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database

KLAMATH FALLS VFR WAYPOINTS

VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Checkpoint flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual Checkpoint name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC Communications.

VPORO	N43°57.38' / W123°02.22'

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.